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The Colourwash which lasts  
ten times longer.  
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application.  
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Sole Agents.

# Hongkong Daily Press.

ESTABLISHED 1867.

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Bovril**  
**IT MUST BE BOVRIL**  
BRITISH TO THE BACKBONE

No. 18,025.

號五十二零千八萬一第

日六十月正年辰丙

HONGKONG, FRIDAY, FEBRUARY 19TH, 1916.

五拜禮

號八十月二年五國民華中

Price, \$3 PER MONTH.

## THE HOME MAILS.

**TO ARRIVE.**  
Feb. 19th.—Europe (via Siberia), per s.s. **ANDER LEON.**  
Feb. 20th.—The English mail, per s.s. **NANKIN.**  
**TO DEPART.**  
Feb. 19th.—Singapore, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 4 p.m., per s.s. **ANDER LEON.**  
Feb. 19th.—Europe via Siberia, at 5 p.m., per s.s. **CHENXIN.**  
Feb. 21st.—Europe via Siberia, at 11 a.m., per s.s. **NANKIN.**  
Feb. 22nd.—Europe via Siberia, at 11 a.m., per s.s. **KIMAKURA MARU.**  
Feb. 22nd.—Europe via Siberia, at 5 p.m., per s.s. **NONE.**  
Feb. 24th.—Europe via Siberia, at 9 a.m., per s.s. **MIYASAKI MARU.**  
Feb. 24th.—Straits, Ceylon, Dhanushkodi, Durban, Cape Town, Tenerife and London, at 11 a.m., per s.s. **HITACHI MARU.**  
Feb. 24th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 2 p.m., per s.s. **NANKIN.**  
**N.B.**—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

## INTIMATIONS

**ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
In Casks 375 lbs. net.  
In Bags 250 lbs. net.  
**SHEWAN, TOMES & Co.,**  
General Managers.  
Hongkong, 9th December, 1914. 119

**FRENCH LESSONS**  
**G. MOUSLON.**  
16, MOHRISON HILL ROAD.  
[202]

**FOR SALE.**  
**POSTAGE STAMP**  
**CATALOGUES**  
FOR  
**1916.**  
**GRACA & CO.,**  
No. 4, WYNDHAM STREET.  
Hongkong, 6th January, 1916. [120]

**A LING & CO.,**  
19, QUEEN'S ROAD CENTRAL.  
**FURNITURE AND PHOTO GOODS**  
STORE  
Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging  
Canton Marbles in Various Shades.  
Telephone 1215.  
Hongkong, 4th February, 1916. [170]

**PEAK TRAMWAY COMPANY**  
**LIMITED.**  
**TIME TABLE.**  
**WEEK DAYS.**  
9.00 a.m. to 8.00 p.m. Every 15 minutes.  
9.00 " " 10.00 " " " 10 " "  
9.30 " " 11.00 " " " 15 " "  
10.00 " " 11.30 p.m. " " " 15 " "  
10.30 " " 11.45 " " " 15 " "  
11.00 " " 12.15 " " " 15 " "  
11.30 " " 1.45 " " " 15 " "  
12.00 " " 2.15 " " " 15 " "  
12.30 " " 3.00 " " " 15 " "  
1.00 " " 3.30 " " " 15 " "  
1.30 " " 4.00 " " " 15 " "  
2.00 " " 4.30 " " " 15 " "  
2.30 " " 5.00 " " " 15 " "  
3.00 " " 5.30 " " " 15 " "  
3.30 " " 6.00 " " " 15 " "  
4.00 " " 6.30 " " " 15 " "  
4.30 p.m. to 9.00 p.m. Every Half-Hour.  
1.00 p.m. to 11.45 p.m. Every Quarter-Hour.  
**SUNDAYS.**  
9.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 " " 11.00 " " " 10 " "  
11.00 " " 12.00 noon " " " 15 " "  
12.00 noon to 1.00 p.m. " " " 15 " "  
1.00 p.m. to 5.00 p.m. " " " 15 " "  
5.00 " " 6.00 " " " 10 " "  
6.00 " " 7.00 " " " 15 " "  
7.00 " " 8.10 " " " 10 " "  
**NIGHT CARS** on Week Days.  
Extra Car at 12 Midnight.  
**SPECIAL CARS** by arrangement at the Company's Office, Alexandra Building, Des Voeux Road Central.  
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comproadors order representing Bank Notes.  
**JOHN D. HUMPHREYS & SON,**  
General Managers  
Hongkong 15th June, 1915. 165

**MITSU-BISHI**  
**DOCKYARD AND ENGINE WORKS.**  
A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.  
Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contrado Condensers, Stone's Manganese, Bronze Castings,  
Parson's Steam Turbines and Turbo-Alternators, &c. &c.  
**YAGASAKI**  
"TELEGRAPHIC ADDRESS:—'DOCK,' NAGASAKI."  
GRAVING DOCKS AND PATENT SLIP.  
Docks No. 1. Dock No. 2. Dock No. 3.  
Length on Keel Blocks ... 510 feet 350 714 feet.  
Width of Entrance on bottom ... 27 " 55 " 88 "  
Water on Blocks at Spring Tide ... 27 " 55 " 84 "  
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.  
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.  
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.  
**KOBE.**  
"TELEGRAPHIC ADDRESS:—'DOCK,' KOBE."  
FLOATING DOCKS.  
Lifting Power ... No. 1. 7,000 tons. No. 2. 10,000 tons.  
Max. Length of Ship taken in ... 400 feet. " 580 feet.  
Max. Breadth of Ship taken in ... 56 " " 66 "  
Max. Draft of Ship taken in ... 23 " " 36 "  
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.  
**HIKOSHIMA (Near Shimomura).**  
"TELEGRAPHIC ADDRESS:—'DOCK,' SHIMOMURA."  
GRAVING DOCK.  
Length on Keel Blocks ... 348 feet 0 inch.  
Breadth at Entrance on bottom ... 25 " 0 "  
Depth of Water on Blocks at Spring Tide ... 25 " 7 "  
Floating Crane capable of lifting 20 tons weight.  
**THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS**  
are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.  
Any Orders will be promptly attended to and Estimates sent on application. [73]

**THE KAILAN MINING**  
**ADMINISTRATION.**  
**KAIPING COAL:**  
Now well-known throughout the East for  
**STEAM RAISING, FORGING, STEEL MAKING, SHIP**  
**BUNKERS AND HOUSEHOLD PURPOSES.**  
**KAIPING COKE:**  
Complies with the best quality English (Coke) or  
**FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.**  
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**FIRECLAY.**  
**STOCK ALWAYS ON HAND.**  
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TELEPHONE No. 1030  
**DODWELL & CO., LTD.,**  
Hongkong, 1st October, 1914. AGENTS. [36]

**SOUTH**  
**MANCHURIA RAILWAY.**  
TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY  
OPENED TO THE TOURIST AND HOLIDAY-MAKER.  
THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE  
SEA EAST AND EUROPE IS STILL VIA THE  
SOUTH MANCHURIA RAILWAY.  
Time-Table from May 1st, 1915, until Further Notice  
Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been  
temporarily suspended and a ONCE-WEEKLY EXPRESS TRAIN SERVICE, composed  
of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between  
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with  
Dairen-Seiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"  
and "KOBE MARU" (each equipped with wireless telegraph) as follows:  
**NORTH BOUND.**  
1st Class Dining ... 2nd Class Dining ... 3rd Class Dining ...  
Dairen (S.M.S. Train) ... Changchun (S.M.S. Train) ...  
Dairen (S.M.S. Train) ... Changchun (S.M.S. Train) ...  
Dairen (S.M.S. Train) ... Changchun (S.M.S. Train) ...  
**SOUTH BOUND.**  
1st Class Dining ... 2nd Class Dining ... 3rd Class Dining ...  
Changchun (S.M.S. Train) ... Dairen (S.M.S. Train) ...  
Changchun (S.M.S. Train) ... Dairen (S.M.S. Train) ...  
Changchun (S.M.S. Train) ... Dairen (S.M.S. Train) ...  
\* Russian Train Time is 25 minutes faster than the S.M.S. Time.  
The above fares do not include the Express Train Berth Fee.  
To the many train leaving Dairen at 8 p.m. for Changchun, and that leaving Chang-  
chun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class  
Passengers can secure sleeping accommodation on payment of Yen 2.  
**RAILWAY HOTELS.—YAMATO HOTEL (Tel. 416, "Yamato").** At  
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North China), all under the Company's management.  
**TICKET AGENCIES.**—The Company's Railway and Steamer Ticket Agents are obtainable  
at all the Agencies of the INTERNATIONAL STEAMING CO. & EXPRESS TRAINS CO.;  
Messrs. THOS. COOK & SON; the NORDDEUTSCHER REISEBUREAU; and the  
NIPPON YUEN KAISSA, Shanghai, from whom all information, time-tables, pictorial  
guide-books, etc., can be obtained free, or direct from the  
**SOUTH MANCHURIA RAILWAY CO., DAIREN.**  
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**FUSHUN COAL**  
THE BEST STEAMING COAL IN THE FAR EAST.  
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,  
and also at Antung, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Penang.  
**MINING DEPARTMENT.**  
**SOUTH MANCHURIA RAILWAY CO., DAIREN.**  
[69]

**FORMOSA (TAIWAN)**  
**INDUSTRIAL EXHIBITION**  
APRIL 10TH TO MAY 9TH, 1916,  
AT TAIPEH (TAIHOKU).  
For particulars apply to—  
**THE JAPANESE CONSULATE-GENERAL.**  
AND  
**MR. H. NAKAYAMA.**  
CARE OF NIPPON CLUB.  
Hongkong, 15th February, 1916. [301]  
**APPLICATIONS FOR AGENCIES IN**  
**CHINA AND JAPAN.**  
Should be sent to our Agent—  
**MR. T. RUDDIMAN JOHNSTON,**  
12, Mikawadai-machi, Aomori, TOKYO, JAPAN.  
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MAKERS OF  
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RED LION PASSAGE, FLEET STREET, LONDON, E.C. [53]

**"HONGKONG DAILY PRESS"**  
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Directory and Chronicle of the Far East \$10.00  
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by Capt. C. V. Lloyd, with Maps  
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Mail Tables for 1914, on card ... 0.35  
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**NEW CAL BRIDGES.**  
**ANY EUROPEAN, Non-Asiatic or Indian**  
desiring to leave the Colony should apply  
in writing for permission to do so to the Captain  
SUPERINTENDENT OF POLICE, at least  
48 hours before the intended hour of departure,  
giving name, nationality, age, sex, height and  
occupation of the applicant, and stating the  
name of the steamer or other vessel or the hour  
of the train by which the applicant wishes to  
leave. Applicants should apply in person for  
their passes at the CENTRAL POLICE STATION  
between the hours of 9 A.M. to 1 P.M. and  
2 P.M. to 4 P.M. daily.  
Hongkong, 10th July, 1915. [77]

**MITSU BISHI GOSHI KWAISRA.**  
**(MITSU BISHI CO.)**  
**COAL DEPARTMENT.**  
SOLE PROPRIETORS OF TAKASIMA,  
OCHI, MUTABE, YOSHINOTANI,  
NAMAZUTTA, SAYO, SHINNEW  
AND KANIMAYADA Collieries.  
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KOBE, OSAKA, KURE, TOKYO,  
YOKOHAMA, NAGOYA, TSUBUGA,  
SHANGHAI, HONGKONG, HANKOW,  
PEKING.  
Cable Address for above: "IWASAKI."  
Codes: A1, A.B.C. 5th Ed., Western Union.  
AGENCIES:—  
CHINKIANG—Messrs. SHANGHAI & CO.  
MANILA—Messrs. MACDONALD & CO.  
SINGAPORE—Messrs. BERNARD & CO., LTD.  
GLASGOW—Messrs. A. R. BROWN,  
McFARLANE & Co., LTD.  
For Particulars, apply to—  
K. KATY,  
Mr. NGUYEN,  
No. 2, Pedder Street, Hongkong.  
Hongkong 24th April, 1914. [71]

**HOTELS**  
**HONGKONG**  
**HOTEL**  
AND  
**GRILL ROOM.**  
J. H. TAGGART,  
Manager.  
**KING EDWARD**  
**HOTEL.**  
CENTRAL LOCATION.  
ELECTRIC LIGHTS AND LIFTLIGHTS.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Telephone: No. 373.  
Tel. Address: "VICTORIA."  
J. WITCHELL,  
Manager. 25  
**PEAK HOTEL.**  
1,400 FEET ABOVE SEA LEVEL.  
**FIRST-CLASS RESIDENTIAL and**  
**TOURIST HOTEL.** Unrivalled for  
Comfort, Health and Convenience. Telephones  
in Every Room, prompt connection maintained  
by six lines to Central.  
Fifteen Minutes from Principal Landing  
Stage. Moderate Tariff and Excellent Cuisine,  
Rooftop Garden and Social Rooms, European  
Banquet and Steamer.  
P. O. FEUSTEL,  
Manager. [121]  
**THE NEW MACAU**  
**HOTEL.**  
THIS LARGE and ROOMY HOTEL  
is now OPENED under NEW  
MANAGEMENT. The place has been re-  
novated throughout and entirely refurbished.  
Situated on the Praia Grande facing the sea,  
a cool breeze is enjoyed all the year round.  
LARGE and COMFORTABLE DINING  
ROOM facing the sea. Cuisine under  
experienced supervision. Terms moderate.  
For further particulars, apply to—  
THE MANAGER.  
Macau.  
Tel. Add. "Phoenix," Macau.  
1st February, 1916. [31]  
**THE**  
**VICTORIA HOTEL.**  
**CANTON.**  
Situated on the British Concession,  
Shameen,  
The only European Hotel in  
Canton.  
Guides and Chairs provided.  
Every information and special  
attention given to Tourists.  
Reasonable Rates.  
Under the personal Management  
of Mr. and Mrs. Geo. E. EYLES.  
[32]  
**SAVOY HOTEL.**  
21, BROADWAY, SHANGHAI, CHINA.  
**THE BEST MEDIUM-PRICED HOTEL**  
in the City. Near to everywhere, and  
providing all modern conveniences.  
American or European Plan.  
Rates \$4 and \$5 per day.  
Special terms to monthly guests.  
Cable address: SAVOY; Telephone No. 2,510,  
SAVOY; C. A. BIDDLE,  
Manager. [63]











## NEW ADVERTISEMENTS

## TO LET.

A splendid set of OFFICE ROOMS on the First Floor of No. 10, Des Vaux Road Central (above the Robinson Piano Co.), comprising Three Large and Two Small Rooms with Outhouses and Servants Quarters. The Premises are being thoroughly repaired and renovated. Centrally located in the vicinity of the Banks and Shipping Offices. Rent moderate.

Apply to—  
MOW FUNG & Co.,  
10, Des Vaux Road Central.  
Hongkong, 18th February, 1916. [302]

## TO LET—FURNISHED.

For two months from the end of March.

A FIVE-ROOMED BUNGALOW, at the Farm.  
Apply to—  
W. L. PATTENDEN,  
Care of GILMAN & Co.,  
88, Des Vaux Road.  
Hongkong, 18th February, 1916. [304]

## ST. STEPHEN'S COLLEGE.

THE COLLEGE will RE-OPEN on MONDAY, the 21st February.  
There will be an Entrance Examination at 9 A.M. on that day.  
Hongkong, 18th February, 1916. [303]

## PORCELAIN.

THE Undersigned has for Sale various kinds of VALUABLE and ANCIENT PORCELAIN WARES at No. 3, Possession Street, First Floor, and may be seen any day between the hours of 7 A.M. and 6 P.M. All those who are interested in such articles are cordially invited to pay a visit of inspection.  
WING TUNG CHEUNG  
Hongkong, 17th February, 1916. [295]

## NOTICE.

THE Undersigned BANKS beg to notify their constituents, and the public generally, that on and after 1st March no Comproducers' Orders, other than Cash Orders issued by Banks, will be accepted in payment of Collections or amounts due to the Banks; Comproducers' Orders will not be received for credit of Constituents' Current Accounts.

(Signed) THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,  
THE HONGKONG AND SHANGHAI BANKING CORPORATION,  
THE MERCHANTS BANK OF INDIA, LIMITED,  
THE YOKOHAMA SPECIE BANK, LIMITED,  
THE BANQUE DE L'INDO-CHINE,  
THE RUSSO-ASIATIC BANK,  
THE INTERNATIONAL BANKING CORPORATION,  
THE NETHERLANDS TRADING SOCIETY,  
THE NETHERLANDS INDIA COMMERCE BANK,  
THE BANK OF TAIWAN, LTD.,  
THE BANK OF CANTON, LTD.  
Hongkong, 17th February, 1916. [299]

## HONGKONG SANITARY BOARD ELECTION.

## ADDRESS TO THE ELECTORS.

Gentlemen,  
I have been requested by a large number of my friends to offer myself as a Candidate at the forthcoming Sanitary Board Election.  
I was born and educated in Hongkong, am a Bachelor in Surgery and Bachelor of Medicine of the University of Hongkong and have practiced medicine in this Colony since 1912. During that time my work has taken me mainly among the middle and poorer classes, and I have thus had peculiar opportunities of realising the hygienic needs of those who live on the lower levels and in the slums of the Colony as a whole.  
I have made—and am making—a close study of Hygiene, and not merely from a theoretical point of view; and I venture to claim that my ideas and methods on all sanitation questions are practical and up to date. My work as Medical Officer to many large charitable institutions, amongst which are the Blind Home at Kowloon and the St. Lewis Industrial School (West Point), provides me with an ever-increasing stock of valuable experience.  
Should you see fit to elect me to the vacancy created by the departure of Dr. Fitzwilliams, I readily pledge myself to follow the excellent lines laid down by that gentleman—especially in regard to the water-carriage system and other important matters. I am an advocate of efficiency—combined with strict economy, and, if elected, I undertake to keep always in mind the general all-round welfare of the ratepayers and other inhabitants of Hongkong.  
I have the honour to remain, Gentlemen, Your obedient servant,  
F. M. GRACA OZORIO, M.B., B.S.  
Hongkong, 16th February, 1916. [294]

## SANITARY BOARD ELECTION.

## TO THE ELECTORS.

Gentlemen,  
At the request of several prominent residents of the Colony, I have decided to offer myself as a candidate at the forthcoming election to the Sanitary Board. I therefore venture to place before you my qualifications as follows:—  
(1)—Fellow-Late Lecturer and Member of the Executive Council Incorporated Institute of Hygiene, London.  
(2)—Late Lecturer in Biology, Demonstrator in Physiology, and Member of School Council, Middlesex Hospital, London.  
(3)—Professor of Physiology and Biology, University of Hongkong.  
Should I be successful in obtaining your confidence, and be elected, it will always be my endeavour to support the adoption of those sanitary measures which modern science shows are so necessary for the preservation of health and the prevention of disease.  
Yours faithfully,  
H. G. EARLE, M.A., M.B., (Cantab.)  
Hongkong University,  
February 16th, 1916. [300]

## INTIMATIONS

## HONGKONG JOCKEY CLUB.

## RACE MEETING, 1916.

MONDAY, TUESDAY, WEDNESDAY, AND SATURDAY (OFF-DAY),  
FEBRUARY 21ST, 22ND, 23RD AND 26TH.

TICKETS OF ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LTD., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day. Tickets for the Off-Day, \$2.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 16th February, 1916. [291]

## HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races.  
A Stand and Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which are being sent out with the Members' Tickets.  
All Tickets must be produced to gain admission.  
Special accommodation will be reserved as in recent years for Chinese Ladies and their Female attendants in the Stand erected on the plot of ground next to the Lusitano Club Stand.

## T. F. HOUGH,

Clerk of the Course.  
Hongkong, 16th February, 1916. [292]

## HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on SATURDAY, the 19th instant.  
No Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Day WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.  
Any Chinese found loitering about with Servants' passes in their possession will forfeit them, and the holders thereof will be removed from the Enclosure.  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 16th February, 1916. [293]

## RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of EXCHANGE BUSINESS on MONDAY, TUESDAY and WEDNESDAY, the 21st, 22nd and 23rd instant, at 11.45 A.M.  
Hongkong, 16th January, 1916. [296]

## NOTICE.

## WISEMAN, LTD.

IN ORDER to meet the wishes of our Customers who will be attending the RACE MEETING, we are serving hot and cold Drinks at the Cafe from 11 A.M. on MONDAY, TUESDAY and WEDNESDAY, SPECIAL MENU \$1.00 per head or à la Carte.  
Hongkong, 17th February, 1916. [297]

## NOTICE.

ALL Persons having Claims against Mr. A. GUSTAV ENGEL, of Messrs. Wm. MEYERSON & Co., are requested to file same with the Liquidators before 16th March, 1916.  
ALEX. ROSS & Co.,  
Liquidators.  
Hongkong, 9th February, 1916. [261]

## NOTICE.

FROM and after this date the Vessels of the CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE will be operated under the title of the CANADIAN PACIFIC OCEAN SERVICES, LTD., as Managers and Agents for the CANADIAN PACIFIC RAILWAY OCEAN STEAMSHIPS.

## D. W. CRADDOCK,

General Traffic Agent.  
Hongkong, 14th February, 1916.

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.  
—PACIFIC SERVICE.

I HAVE This Day handed over the Hongkong Agency to Mr. J. H. WALLACE, who will assume charge, as General Agent, during my absence on leave.  
D. W. CRADDOCK,  
General Traffic Agent.  
Hongkong, 14th February, 1916. [281]

## WANTED.

A FIRST-CLASS ARCHITECTURAL ASSISTANT for a Private Firm. Applications will be treated as confidential. State experience, qualifications, etc., to—  
Box No. 11,  
Care of "Daily Press" Office.  
Hongkong, 11th February, 1916. [285]

## WANTED ON THE PEAK.

NURSE or NURSERY GOVERNESS for one little Girl.  
Apply—  
Care of "Daily Press" Office.  
Hongkong, 16th February, 1916. [290]

## VICTORIA RECREATION CLUB.

## BOXING.

SUBJECT to sufficient entries being received an AMATEUR BOXING COMPETITION open to Hongkong will be held in the Gymnasium of the V.R.C. on SATURDAY, February 26th.

CONDITIONS:  
(a) 3 two minute rounds and if undecided an extra round of one minute.  
(b) In 2 weights: 115 lbs, 132 lbs, and 146 lbs.  
(c) Competitors weigh in at V.R.C. on night of February 24th.  
Entries stating weight to be addressed to I. DEAKIN, Esq., care of V.R.C., before February 20th. No Entrance Fee.  
No Competition if less than 18 entries.  
The Committee reserve the right to refuse entries.  
Hongkong, 22nd January, 1916. [195]

## PUBLIC COMPANIES

## THE KOWLOON LAND &amp; BUILDING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, TO-DAY (FRIDAY), 18th February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1915.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, the 11th, to FRIDAY, the 18th February, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.  
By Order of the Board of Directors,  
MOWBRAY S. NORTHCOOTE,  
Acting Secretary to the Company.

HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED,  
General Agents for the KOWLOON LAND & BUILDING CO., LTD.  
Hongkong, 9th February, 1916. [253]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, TO-MORROW (SATURDAY), the 19th day of February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending the 31st December, 1915.  
The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 14th February, 1916, to SATURDAY, the 18th February, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.  
By Order of the Court of Directors,  
N. J. STABB,  
Chief Manager.  
Hongkong, 31st January, 1916. [229]

## THE CHINA PROVIDENT LOAN &amp; MORTGAGE COMPANY, LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, No. 6, Connaught Road, on FRIDAY, the 25th February, 1916, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1915, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 21st February, 1916, until FRIDAY, the 25th February, 1916, both days inclusive.  
SHEWAN TOMES & Co.,  
General Managers.  
Hongkong, 16th February, 1916. [276]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

SHARE CERTIFICATE No. 2065, dated 6th May, 1909, of Thirty Shares numbered 8116 to 8130 inclusive and 18592/18596 inclusive, standing in the Register in the name of Dr. JOSEPH WHITLSEY NOBLE, having been LOST, Notice is hereby given that unless the said certificate be produced at the Office of the Company, 80, Des Vaux Road, Central, Hongkong, on or before the 10th day of March, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.  
DOUGLAS LAPEAUX & Co.,  
General Managers.  
Hongkong, 9th February, 1916. [254]

## THE HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.

## LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 30 Shares in this Company in the name of YUEN CHEONG or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 39, Thirty Shares numbered 7729/7738 dated 16th August, 1910, has been LOST or DESTROYED; and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company, the Undersigned will then proceed to deal with such application for duplicate.  
For the HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.,  
GORDON & Co.,  
General Managers.  
Hongkong, 10th February, 1916. [253]

## BLUE CROSS FUND.

## HORSES IN WAR TIME.

## THE HONGKONG AMATEUR DRAMATIC CLUB.

## PRESENTS

## "THE ANGEL IN THE HOUSE."

## A COMEDY IN 3 ACTS.

## BY B. MACDONALD HASTINGS

## AND

## EDEN PHILLIPOTS,

## Last Year's Great London Success.

ON SATURDAY, 4TH MARCH, } AT 9.30 P.M.  
AND MONDAY, 6TH MARCH, }

BOOKING AT MOUTRIE'S from FRIDAY, February 26th, at 9 A.M.

PRICES: \$4, \$3 AND \$2.

## BLUE CROSS FUND.

Hongkong, 16th February, 1916. [269]

## INTIMATION

## HONGKONG RACE MEETING.

## MESSRS. A. S. WATSON &amp; CO.

Invite owners of Race Stands

and others to visit their extensive

Wine Vaults and inspect the

magnificent assortment of

WINES, SPIRITS & LIQUORS.

The variety and number of brands

therein stocked enable them to

suit the taste of the most fastidious,

as well as appeal to those to whom

price is a consideration.

For Race Orders full credit will

be given for unopened bottles which

customers may wish to return.

## A. S. WATSON &amp; CO., LTD.

## WINE &amp; SPIRIT MERCHANTS.

## ESTABLISHED 75 YEARS.

A mail for Europe via Siberia closes to-day at 5 p.m.

Hongkong Office: 10A, DES VAUX ROAD, C.  
London Office: 131, FLEET STREET, E.C.

## The Daily Press.

## HONGKONG 18TH FEBRUARY, 1916.

## THE RACES AND THE WAR.

The propriety of carrying on racing "as usual" in the Colony during the war has been eagerly discussed in our correspondence columns during the past few days. It is to be regretted that some degree of heat has been engendered by the controversy, for the question is essentially one to which *de gustibus non est disputandum* applies.

Nobody seriously believes that those who are concerned in the promotion of the annual race meeting are a callous set of pleasure-seekers and "pot-hunters," comparable only to Nero, who fiddled while Rome was burning; or, on the other hand, that those who suggest that we should moderate our transports while the flower of our manhood is falling in its thousands before the scythe of the Gleaner in the great Armageddon are a set of gloomy sentimentalists fit only for the hermit's cell. Even though we may not fully share their views, we regard it as a healthy sign that there are in the community individuals with sufficient independence of character to form their own judgments in regard to such matters as that under discussion, and to offer the conclusions at which they have arrived, together with the reasons which support them, to the consideration of the general public, the majority of whom are apt to assume that "whatever is right." By this means we are led to take our bearings occasionally, and to discover errors in our course. Some food for reflection is furnished, for example, by "Puzzled" when he points out the apparent inconsistency of abandoning St. Andrew's Day ball—to mention only one of several reunions which have been suspended in consequence of the war—and yet continuing the race-meeting. If it is proper to cancel the one it cannot be right to continue the other, and *vice-versa*. It is like straining at a gnat and swallowing a camel. No amount of special pleading about the dearth of amusements in the Colony will dispose of that

point. It is, of course, possible to argue that the war should not be allowed to interfere with our pleasures at all. That would, at least, be a logical attitude to take up, but we doubt very much whether it would find general acceptance. It seems to be admitted that a sense of decorum demands that some limitations be imposed upon our festivities in these days of strife and suffering, but the difficulty arises when it is sought to draw the line. For our guidance the example set in Great Britain of drastically curtailing racing fixtures is cited, and it is pointed out that, while the exceptions which remain may be justified in the interests of horse-breeding, no such excuse can be offered in Hongkong. To this the answer is returned that the decision arrived at in Great Britain was dictated not by choice but by necessity. The army of men required to maintain the full racing calendar has now more serious work to do, whereas in this Colony the holding of the one race-meeting of the year does not prevent anyone from discharging his duty to his King and Country or prejudice in any way the Empire's prosecution of the war. That the money "invested" in Sycophants and in the *pari-mutuel* might be much better employed in this time of stress cannot be denied, but this is a counsel of perfection. After all, there can be no doubt that the bulk of the money belongs to Chinese, many of whom are not even resident in the Colony, and it will be recalled that as a result of the meeting last year a donation of some ten thousand dollars was made to the Prince of Wales' fund by the Jockey Club. If the races had not been held it is to be feared that the bulk of this sum would have remained in the pockets from which it was originally drawn without any countervailing advantage. That, of course, is the severely practical aspect of the matter. From a purely sentimental point of view a great deal could be said on the other side, but at this moment no good purpose would be served by saying it, for the arrangements are too far advanced for any change to be made now, and we hope that by this time next year our present anxieties will have given place to rejoicing over the triumph of our arms.

Mr. G. Ireland, Gomes Villas, Kowloon, has reported to the Police that some person broke the glass panel of his front door and stole from the half three felt hats, a waterproof coat, and a pair of shoes, valued at \$43.

At the Magistracy yesterday, a Chinese woman was fined \$75, with the alternative of one month's imprisonment, for being in possession of nine taels of opium. The drug was concealed in the singlet of the baby which the woman was carrying on her back in the approved manner.

In conformity with His Holiness, the Pope's desire, His Lordship Bishop Pozzoni has issued an exhortation to his flock to add to the Litany of Loreto, the invocation "Regina Pacis ora pro nobis" (Queen of Peace pray for us) after the invocation "Regina Sacratissimi Rosarii ora pro nobis" (Queen of Most Holy Rosary pray for us).

The Sanitary Board Election takes place to-day at the City Hall, where the ballot-box will be open from 4 to 6 p.m. The election has been occasioned by the coming into the field of two candidates for the vacancy caused by the resignation of Dr. Fitzwilliams, who has left for Home on route for the front, these gentlemen being Dr. H. G. Earle and Dr. F. M. Ozorio.

Both the candidates possess qualifications which specially fit them for performing most useful work on the Sanitary Board, Dr. Earle more so than Dr. Ozorio, but whereas Dr. Earle is only a recent arrival in the Colony, Dr. Ozorio was born in Hongkong, is very well-known among his own community, and is assured of plenty of support. Dr. Earle is also sure to be well supported by the local professional gentlemen, and the indications are that the contest will be a close one.

The usual arrangements have been made for the casting of votes. One of the large rooms at the City Hall will be utilised. Mr. H. A. Nisbet will be the Presiding Officer. The result should be known within half an hour of the closing of the ballot boxes.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR—I fail to understand why the four nominators of the other candidate should state that Dr. Ozorio claims that he would represent the Portuguese section of the Community if he should be elected to the vacant seat on the Sanitary Board. From a careful perusal of their letter, it appears to me that Mr. Pollock and his co-nominators desire to convey to the minds of the unbiased public that Dr. Ozorio would look after the interests of the Portuguese Community only, and not of the other inhabitants of the Colony at all.

The insinuation, also, that the man with higher scientific qualifications would act in a more impartial manner is uncalled for and absurd, because Dr. Ozorio in his address to the electors clearly stated that, if elected, he would always keep in mind the general welfare of "the ratepayers and other inhabitants of Hongkong."

Does Mr. Pollock construe this as meaning the welfare of the Portuguese Community only? If this is his interpretation, then I am.—Yours faithfully,

ELECTOR

Hongkong, 17th February, 1916.

## PRIVATE DWELLING OR GAMBLING HOUSE?

Before Mr. F. A. Hazeland yesterday two men were charged with keeping a common gaming house, at 119, Hollywood Road, and 39 others were charged with visiting the house for gambling purposes.

P. C. Stimson and eight Iukongs visited the premises on Wednesday evening, and on entering the room found that a "sing-song" was in progress, and the men were all round one table playing *ngau-pai*. The music at once stopped and about ten men got clear before the police could properly surround the room. A difficulty presented itself in getting the men to the station, and eventually they had to be tied together with string.

Mr. J. H. Gardiner defended the alleged keepers, and said that it was not a gaming house at all, but a private dwelling, and the principal tenant was giving a sort of party. All these men had been invited and there were a band and singing girls present.

He called evidence to prove this. His worship said he was satisfied that the place was not kept as a gaming house and he ordered all the defendants to be discharged.



# THE WAR.

## RUSSIANS CAPTURE ERZERUM.

### FIGHTING ON BRITISH FRONT.

### RECORD BRITISH WAR CREDIT.

### MR. ASQUITH TO ASK FOR £400,000,000.

### MORE INCENDIARISM IN CANADA.

### NEW DEVELOPMENT IN GERMAN-AMERICAN NEGOTIATIONS.

### THE RESTORATION OF BELGIUM.

#### RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### RUSSIANS CAPTURE ERZERUM.

##### SUCCESS WILL HAVE FAR-REACHING EFFECT.

PETROGRAD, February 17th.

An official announcement states that Erzerum has been captured.

Another despatch states that the Russians have captured Erzerum, and that the news has been welcomed enthusiastically, as it may mean that the Turkish resistance in Armenia will be broken for good. It will also have an excellent moral effect on the campaigns in Mesopotamia and Persia.

##### MESSAGE TO THE TSAR.

PETROGRAD, February 17th.

The Grand Duke Nicholas has telegraphed the Tsar as follows: "God has accorded the valiant troops of the army in the Caucasus such great help that Erzerum has been taken after five days of unprecedented assault. I am inexpressibly happy to inform your Majesty of this victory."

##### DESPERATE PRELIMINARY FIGHTING.

LATER.

There are still no details of the fall of Erzerum.

A Petrograd communiqué refers to the fighting immediately preceding the fall, and says that seventy guns, besides munitions and prisoners, were captured when the nine forts belonging to the covering position of Deveboyun were taken. The fighting in the last stages when these were taken was desperate. The Turks only yielding to force bayonet onslaughts. The communiqué adds that this success is now being developed, despite the rigorous cold and local obstacles. The southern part of Erzerum is already in flames.

The Turks are hurrying up troops from the west and the south in an attempt to relieve the fortress.

The Russians continue their successful offensive elsewhere in the Caucasus. They have dislodged the Turks from a series of mountainous positions in the region of the Black Sea littoral, throwing them back across the river Vitikusu.

#### THE ERZERUM FORTS.

PETROGRAD, February 16th.

The forts captured by the Russians at Erzerum belong to the outer line, comprising fifteen forts situated on the heights, and varying from four to sixteen miles from the citadel, with intervening marshy ground.

#### THE BALKANS.

[THROUGH REUTER'S AGENCY.]

#### FRENCH AIR RAID.

SALONIKA, February 17th.

Thirteen French aeroplanes dropped 150 bombs on the town and camps of Strumitza, causing fires. All the machines returned undamaged.

#### FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### MORE GROUND RECAPTURED.

PARIS, February 16th.

A communiqué states: "We have recaptured more ground at Tahure."

[THROUGH REUTER'S AGENCY.]

#### FIGHTING ON THE BRITISH FRONT.

##### AN INTERNATIONAL TRENCH.

LONDON, February 17th.

General Sir Douglas Haig, in a communiqué, reports that there has been reciprocal artillery bombardments and heavy grenade fighting for the past twenty-four hours between Ypres and the Comines canal, and Ypres and the Comines railway. The fighting continues.

Otherwise, the day has been quite along the whole British front.

The capture of 600 yards of our front line of trenches, reported yesterday, was preceded by a heavy bombardment, and the explosion of five mines which rendered the trenches untenable. The attacks, which, extended along a 4,000 yards front, were repulsed everywhere else, the enemy losing considerably.

The captured trench has frequently changed hands during the past year, hence it is called the International Trench.

##### GERMAN "SUCCESSSES."

##### EXPLAINED BY THE FRENCH.

PARIS, February 16th.

A semi-official announcement states that the Germans are trying hard to exploit a semblance of military successes gained as the result of local attacks. The assault in Artois, was long prepared and was preceded by formidable mine explosions which took months to arrange, and a long bombardment. Nevertheless, the Germans merely gained a footing at a few points from which they were driven by grenades. Their losses were entirely out of proportion to the results gained, amounting to half of the very large number of effectives which were engaged.

##### ENEMY WORKS SHELLED.

PARIS, February 17th.

A communiqué states: "Enemy works and supply convoys have been shelled at various points. Otherwise there is nothing doing."

#### NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

#### DAILY CLIMATE ALLOWANCE.

##### FOR SERVICE IN RED SEA AND GULF OF ADEN.

LONDON, February 16th.

An Order-in-Council grants a daily climate allowance of three shillings to Commissioned Officers, one shilling to Warrant Officers, and sixpence to the ships' company on vessels employed for more than ten days in the Red Sea and the Gulf of Aden between the 33rd and 50th Meridians, taking effect from June 1st, 1915.

##### SUBMARINE WARFARE.

LONDON, February 16th.

The steamer *Tergeste* has been sunk off the East Coast.

The crew have been landed.

##### DUTCH STEAMER DAMAGED.

LONDON, February 17th.

The Dutch steamer *Bandoeng*, from Batavia to Rotterdam, is being towed to Northfleet in a damaged condition.

[THROUGH REUTER'S AGENCY.]

#### GERMANY'S SUBMARINE POLICY.

##### NEW DEVELOPMENT IN AMERICAN NEGOTIATIONS.

WASHINGTON, February 17th.

Count Bernstorff has conferred with Mr. Lansing relative to the advisability of postponing the application of Germany's submarine order in view of further negotiations.

Count Bernstorff said that Germany did not intend to sink liners.

Mr. Lansing welcomed this statement, and added that Germany's threat to sink armed merchantmen without warning reopened the entire question of submarine warfare. Also, that the *Lusitania* agreement cannot be finally accepted until the United States has determined whether anything therein will conflict with the new submarine policy.

Prior to the conversation between Count Bernstorff and Mr. Lansing, the former presented the draft of the final German *Lusitania* Note, embodying the verbal changes suggested by the American Government; also another draft suggested by the German Government.

Mr. Lansing's announcement that the submarine controversy would be re-opened astonished diplomatic and other circles, as the morning papers announced that the *Lusitania* affair had been settled.

##### ARMED MERCHANTMEN.

##### AN AMERICAN CONCESSION.

WASHINGTON, February 16th.

It is announced that the United States concedes that the Entente are within their rights in International law in arming merchantmen for defence.

##### AMERICA DISAPPROVES OF GERMANY'S INTENTION.

WASHINGTON, February 16th.

The American Government cannot approve of Germany's intention regarding the torpedoing of armed merchantmen, and the United States has no intention of changing the law on the subject of arming merchantmen.

##### RECENT GERMAN LIVELINESS.

##### DUE TO COMMISSIONING OF NEW VESSELS.

LONDON, February 16th.

It is opined that the recent liveliness in the German fleet is due to the appointment of a new Commander-in-Chief in succession to Admiral Pohl, and the commissioning of new vessels.

There was similar activity last Spring when Admiral Pohl was appointed.

##### GENERAL.

[THROUGH REUTER'S AGENCY.]

#### SOUTH AFRICA'S LOYALTY.

##### GENERAL BOTHA AND THE WAR.

CAPETOWN, February 17th.

General Sir L. van Botha, in the House of Assembly, emphasised his absolute loyalty to the Empire. He was prepared, if necessary, to take up arms and to do his utmost to successfully conclude the war. About 17,000 Union soldiers were in the field, and possibly more would be there shortly. Up to the present £2,500,000 had been spent by the Union for war purposes.

##### THE ENTENTE AND BELGIUM.

##### FURTHER ASSURANCES OF CONTINUED SUPPORT.

THE HAVRE, February 17th.

The Italian Minister and the representative of Japan have associated themselves in the assurances given to the Belgian Foreign Minister by the Russian Minister, on behalf of the Entente, that hostilities will not cease before Belgium's political and economic independence is restored, and a liberal indemnity paid, and that the Entente will aid in Belgium's commercial and financial recovery.

##### FOREIGN SERVICE.

##### NO OPTION FOR TERRITORIAL OFFICERS.

LONDON, February 16th.

The Kent Territorial Officers who have signed for Home service have been officially informed that they must undertake the obligation for foreign service or resign their commissions.

[THROUGH REUTER'S AGENCY.]

#### RECORD WAR CREDIT.

##### MR. ASQUITH TO ASK FOR £400,000,000.

LONDON, February 17th.

The *Daily Telegraph* states that Mr. Asquith on Monday will ask for a vote of credit for, possibly, £400,000,000, which is the largest in history.

##### BRITAIN'S AIR SERVICE.

##### REGRETS ON LOOKING BACK.

LONDON, February 17th.

The House of Commons discussed the amendment to the Address, and regret was expressed that the speech from the throne did not mention the measures taken to strengthen the air services.

Mr. Tennant said that the air service was not intended as an offensive measure, but for protecting vulnerable points. Naval aircraft were watching the coast, and the army aircraft the land. Admiral Sir Percy Scott was still in command of air gunnery, but was now under the War Office.

Mr. Balfour said that the air service at the front was one of the glories of the British arms. He denied that the present position as regards defence was the outcome of a policy of drift. The expansion of the air service had been prodigious, but the problem was largely one of supplying material, which was still behind-hand, though every nerve had been strained. In looking back he regretted that we did not develop the Zeppelin type of airship. The Admiralty were doing what they could to remedy this, but there was no immediate probability of over-taking the enemy's ten-year's start.

##### MYSTERIOUS NEW YORK FIRE.

##### TWO STEAMERS SERIOUSLY DAMAGED.

NEW YORK, February 17th.

A fire, which is believed to be the work of an incendiary, destroyed the steamers *Bolton Castle* and *Pacific*. Scores of scows and lighters and 900 feet of the pier at Brooklyn, where the steamers were loading for Vladivostok, were also destroyed.

An explosion in the boilers forced the seamen to jump into the water. Over twenty-five of the firemen of the *Bolton Castle* are missing.

The loss is put at over a million dollars.

The owners of the *Bolton Castle* and the *Pacific* state that both steamers will be saved, but that they are seriously damaged.

##### A NEW MACE.

##### PRESENTED BY LONDON "ELDERS" TO OTTAWA.

OTTAWA, February 16th.

The Government have gratefully accepted from the Lord Mayor and Sheriffs of London a new Mace for Parliament.

They are sending a portion of the Mace found in the ruins of the Parliament buildings to be incorporated in the new Mace.

##### FIRE DUE TO INCENDIARISM.

At the investigation into the cause of the fire at the Parliament buildings, the Chief of the Fire Brigade expressed the opinion that it had an incendiary origin.

Dr. Sprunde, an ex-Speaker, concurred, and mentioned that warnings against incendiarianism were received when he was Speaker.

##### SERIOUS FLOODS IN HOLLAND.

##### WHOLE DISTRICTS THREATENED.

AMSTERDAM, February 17th.

A storm which has lasted for two days again threatens the district of Zuiderzee, especially Monnikendam. Hundreds of workmen are toiling throughout the night to prevent a fresh breach of the dyke.

Huge waves toppling over the dyke swept off the material immediately it was laid down. It is feared that two-thirds of Monnikendam will be under water, if the storm continues.

The water is already reaching the houses at Purmerend, Necherabraz and Spoorijk.

[THROUGH REUTER'S AGENCY.]

#### MORE INCENDIARISM IN CANADA.

##### AMERICAN CLUB DESTROYED.

TORONTO, February 17th.

Following an explosion in a top-storey building, a fire destroyed the American Club. One person was killed and two injured.

Incendiarianism is suspected.

##### INTENSE INDIGNATION.

A later despatch states that two persons have perished in the fire at the American Club, one being an American.

Two eighteen pound shells were found by the firemen.

Three explosions were heard.

##### MILITARY APPOINTMENT.

LONDON, February 17th.

His Highness the Duke of Teck has been gazetted Military Secretary, with the rank of temporary Brigadier.

##### A RISKY AIR DIVE.

##### BRITISH PILOT'S FINE EXPLOIT.

The following account of an air combat has been circulated to Home papers:—

A recent night, in which two aeroplanes from the squadron with our corps were engaged against heavy odds, deserves description in some detail. One of our machines, to which another was acting as escort, was engaged in reconnaissance work over Cambrai on the morning of December 28. They were attacked by six German Fokker machines, firing through the propeller. The Fokker is a monoplane, expressly built and contrived for fighting and for pursuit of the enemy, to which duties its activities are by strict order confined, and for which it is specially adapted on account of its high speed. It is not allowed to expose itself by venturing across our lines on reconnaissance work.

As a result of the machine-gun fire of the six Fokkers, our escorting machine was immediately shot down, but its occupants seemed to reach the ground safely so landing as to effect immediately the destruction of their machine without injury to themselves. It was followed to the ground by two of the Fokkers. Our remaining machine succeeded in driving off and apparently in seriously injuring by its fire the first Fokker which had attacked it. It was out of control when last seen, and was nose-diving with every prospect of injury or death to its occupants.

Our machine was then attacked by the three other Fokkers, which it fought for fifteen minutes, and then its machine-gun being temporarily out of action, its pilot decided that escape could only be sought by a very risky dive to within 50 ft. of the ground—risky in that it necessitated a descent by very steep spirals at a speed of quite 100 miles an hour, with little room to recover. Only very delicate and confident handling could ensure the success of this manoeuvre, which only the absence of other means of escape could justify. It was prompted by two other considerations. In the first place, a Fokker, being less handy, would not dare to pursue within 50 ft. of the ground, the margin for recovery after the nose-diving being so very restricted; and, secondly, if our machine was once more to reach friendly territory in safety, it was desirable that it should conceal from armed enemies to be surmounted in its front its nationality as displayed by the rings painted on the lower surface of its planes, and this it could only do by skimming over the ground at as low an elevation as possible.

Skimming along just above the ground, as skims a grouse under a hawk, our machine, hard pressed, turned westward for home, whereupon one of the German machines, all of which had maintained an elevation of 1,000 ft., swooped towards it, but was promptly driven off by rapid fire, one gun by that time having been repaired.

GERMANS GIVE UP THE CHASE.

The fight continued half-way to the British lines, when two Fokkers gave it up. The British pilot and observer at once started climbing to attack the single remaining Fokker, but this brought back the two companions, and our machine resumed its original elevation. The three German machines ultimately turned back, giving up the chase when about a mile from the German lines, before crossing which the British pilot naturally sought to climb; but, our aeroplane being unable to rise higher than 800 ft., owing to the engine having been hit in the fight, the pilot and observer were subjected to very heavy rifle, machine-gun, and field artillery fire, which the machine fortunately survived, although its planes and spars were damaged, and more than one of its stays nearly severed.

##### CAPTURE OF A GERMAN FLAG.

A PRIVATE'S DARING FEAT.

Private Charles Sedgwick, of the 1st Buffs, who has been killed in action, performed a daring deed in the capture of a German flag, which is now in the custody of the commanding officer at the Buffs depot, Canterbury, says the *Manchester Guardian* of December 13th.

The flag was stuck up over their trench by the Germans in order to provoke our men, and Sedgwick made up his mind to secure it. Crawling under a heavy fire one evening he managed to reach the enemy's trench, thinking it might be a trick of the enemy and that it might be connected with a mine. He accordingly tied a piece of string to the staff and crawled back to his own trench under fire. While trying to pull the flag into his trench the string broke, and Sedgwick determined to secure the trophy, crawled back again, and this time pulled up the flag and took it back to his comrades in triumph.

Although under fire each time he escaped unhurt, but some time afterwards he was killed while doing duty as a bomb-thrower.

#### HINDENBURG AS A HUMORIST.

##### SORRY FOR THE ALLIES.

##### "WHY DO THEY KEEP ON FIGHTING?"

Field-Marshal von Hindenburg's chatty impressions of the military situation, peace prospects, and his own popularity, as supplied in a dinner-table interview at his Russian headquarters with Dr. Paul Goldmann, of the Vienna *Neue Freie Presse*, are given great prominence in the German newspapers.

The most interesting of "Napoleon von Hindenburg's" observations, which appear to have been couched in terms of the gruff humour which legend now associates with him, are as follows:—

"Yes, war is agreeing with me like a trip to the seaside. An especially fine day this; I've been potting pheasants. But to make up for it we'll have to remain locked up in our work-rooms for days at a time. Jolly rotten luck, especially when a painter comes, to whom I have to sit. And not a few come. People are very good to me. I'm very thankful. But after all I've only done my duty."

"My 'triumphal entry into Berlin'! That already keeps me awake at nights. If I had my way I wouldn't 'enter' Berlin at all, but leave the train at Cottbus. (This is like coming to London and getting off the train at Bilericay.) I don't like to be made a fuss of. Cincinnati, who went back to his plough, was an inspiring figure."

"But talk about 'entering' Berlin is taking time a little by the forelock. At present our enemies don't care to make peace. They're not crumpled up enough yet. So we have to hammer them some more, because they refuse to take heed of any of our successes. The French are the worst of all. Even to-day they keep on wanting Alsace-Lorraine, even though they haven't so much as reached Strasbourg, while we're at Lille. Moreover, if they are really determined to have Alsace-Lorraine, well—let them come and take it!"

"The English, too, seem just as determined to continue the war. News is arriving from India which is perhaps designed to damp English war ardour a little. But we must wait to see if the news is true. At any rate, England has her Achilles heel, and when I say that I'm not thinking of India."

"Doesn't look like peace."

In Russia, too, the Czar and the Government seemingly are for continued prosecution of the war. The strangest thing is that none of these nations appears to realise how they're only sacrificing themselves for England.

"It doesn't look like peace, and therefore Germany can't sheathe her sword. Of course, there isn't a German who wouldn't greet peace with joy, if the terrible blood-spilling could be ended, but it isn't our fault that blood is still flowing. Just as we were forced to make war, so we're now being compelled to continue it. We must keep on fighting, and shall do so until our foes are convinced of their defeat, in which to-day they still refuse to believe."

At this juncture in the conversation General von Ludendorff, Hindenburg's chief of staff, intervened to remark:

"We must prepare to continue the war for a long time. Anybody who wants to know how long the war's going to last should ask: 'How do things look with the enemy?' Then he'll have the best answer. So the watchword is as before, 'Hold out!'"

"No," interrupted Hindenburg, "the watchword is not alone 'Hold out,' but 'Win!' That is the motto of my general staff."

Continuing, the field-marshal said: "The tactical position is excellent. Especially in the East, the German Army has attained the most favourable possible strategic line. The military value of the Russian position is considerably less than that of the Russian troops in the first year of war. The soup gets thinner all the time. With the reserves now being called up, the Russians can fill up the units already in hand, but they can't create any more armies. Shortage of officers also prevents their doing that."

"It's nothing but an idle pretext for the Russians to excuse their defeats on the ground of lack of munitions. In the great battles of July and August the Russians may now and then have been a little short of munitions. But at very decisive points of the front they had more than enough at their disposal. At Kovno we found whole mountains of munitions, and it turned out that only the demoralisation of the army was responsible for the abandonment of such a position."

"A new Russian offensive is not probable. But it may come yet. In war one learns that the best thing is to give up prophecy."

Dr. Goldmann evidently tried to "draw" Hindenburg on the question of munitions, but "Lieutenant-Colonel H." was apparently deputed to reply, and said:

"As to whether munitions in modern warfare are really of decisive importance, it cannot be denied that positional warfare more and more takes on the character of a war of munitions."

Someone at table brought up the question as to whether the extension of the war to all Europe did not compel the belligerent Powers to split up their forces in costly manner, which—in certain circumstances, might spell disaster for one of them. Hindenburg replied:

"The extension of the war over the whole of Europe was a peril for Napoleon and one of the reasons of his downfall. To-day, in the age of railways, distances are no longer a danger to the conduct of war."

THE PRINCIPAL CULPRITS.

The Vienna journal's representative did not allow the dinner confab to end without extorting from Hindenburg some crumbs of comfort for the Austrian Army. The field-marshal made to say that "in the defence of the south-western front Germany's ally had again performed magnificent feats and in the future would continue to be victorious over the Italians."







TRUE STORY OF THE  
"BARALONG."

## GERMAN SLANDER REFUTED.

If the suggestion made by Sir Edward Grey that the circumstances surrounding the sinking of the *Baralong* by the German submarine *Nicosian* on August 19th of last year attacked the steamship *Nicosian* should be made the subject of inquiry by a neutral tribunal, together with the details of the sinking by the same submarine of the *Arabic*, and two other German sea-crews, the evidence of two American citizens now staying in Blackpool will be of vital importance, says the *Daily News* of January 10th.

They are Corporal T. Carson and Driver W. E. Dempsey, both of the 31st West Lancashire R.F.A. They were members of the *Nicosian's* crew during the voyage which was interrupted off Lundy Island by the submarine attack, and joined the British Army on arriving in this country after that trip.

These men to-day told me their stories separately, and in essential particulars which each man related agreed with the story of the other. Both contradict entirely the statement made in America by six other members of the *Nicosian's* crew as to the conduct of the men on the *Baralong* when the submarine had received the shot which sank her.

Both come from Nashville, Tennessee. They have joined the British Army from love of adventure and belief in the cause of Britain. Neither had had much experience of ship's work prior to joining the *Nicosian* at New Orleans at the beginning of August of last year. Carson then shipped as night watchman over the mule which the ship was bringing to Ayonmouth, and Dempsey as messboy.

## CARSON'S STORY.

As to the events which preceded the actual attack by the submarine, neither Carson nor Dempsey can speak, as neither of them was on deck until the word went round that a submarine was holding up their ship. Carson's story, beginning at this point, is as follows:—

"I was asleep in my quarters on this afternoon, and was awakened by someone who called out that a submarine had signalled us. I hastily went on deck, and there got my lifebelt, and, orders having been given that we should take our places at our lifeboats, I went to Starboard 1. I had been assigned to, but found it had already been lowered. I thereupon went to the No. 2 boat. The submarine was plainly visible on our stern something over a mile away. I heard some talk about another ship having been sighted coming towards us, and a man who had been using binoculars said she flew the American flag. I saw this ship both then and later, but saw no American flag. I will not say anything with certainty on this point, except that when the *Baralong* opened fire she undoubtedly flew the British flag. That I am absolutely certain about."

"But, to get back to my main story, I ultimately got into the last lifeboat to leave the *Nicosian*, and the skipper, Captain Manning, followed as the last man in. I had seen a lot of him during the exciting time which had just passed. He was cool all the time. The first shot from the submarine I was not present to see. When the second of them, however, struck our wireless apparatus a piece of it flew down to where I was below. So I knew all about the shots. As the lifeboat pulled away there were more shots, and I felt sure that the Germans meant to sink our boats and us with them. Our boat came in between the submarine and the *Baralong*, which was now not far away from the *Nicosian*, and again we seemed to have a very hot time, shells passing very near to us. Perhaps they were intended for the *Baralong*.

"About this time the submarine was close to the *Nicosian*, into which she had been firing, and our lifeboat was not far away. I saw some of the men on the submarine line up with small arms, and thought they were going to pot at us. But things suddenly altered through the unexpected fire from the *Baralong*, and we watched the submarine go under from her shots. Afterwards we were taken on board the *Baralong*."

## CAPTAIN M'BRIDE.

Carson here pointed out that the men who had best opportunity of seeing what the crew of the *Baralong* did afterwards were those who, like himself, passed back to the *Nicosian*, where, according to the story given in America, members of the submarine crew who had swum to the *Nicosian* and taken refuge on her, were hunted out and shot.

"The *Baralong*," he continued, "was made fast to the *Nicosian* afterwards, and Captain M'Brice, her commander, ordered a search of the *Nicosian* to see if she was still seaworthy. I am perfectly sure he never said anything in the way of a command that if any Germans were found aboard none of them was to escape death. No such words as 'Take no prisoners' were uttered. I was quite close to him at this time."

"Some of the marines and some of the *Nicosian's* crew went aboard her. I was one of the latter. I was, indeed, one of the few who remained on the *Nicosian* that night. I saw no shooting of anyone on board. There were sounds of shots, but I have the best of reasons for knowing what these were. Many of the mules were frightened, some were wounded. The wounded ones I shot, and in my judgment the story of shooting Germans who had climbed on the *Nicosian* has all arisen from the reports of guns heard when the mules were put out of misery. I was on the *Nicosian* all that night, and saw no evidence that any human being had been shot."

"As to the statements that men on the *Baralong* shot at Germans in the water or shot the submarine captain when he was swimming to the *Baralong*, I saw no such occurrence. I saw men from the submarine fall into the water, but I am perfectly sure no one on the *Baralong* shot at them while they were there. Similarly the story that the *Nicosian's* carpenter rushed to Captain Manning and gleefully told him he had shot a German on the *Nicosian* is, I believe, quite untrue. I neither saw nor heard of any such thing."

THE SINKING OF THE  
"YASUKUNI MARU."EXPERIENCE DESCRIBED BY THE  
CAPTAIN.

Capt. T. Kamada, of the *Yasukuni Maru*, torpedoed last autumn by a submarine in the Mediterranean, has sent from Melilla, Morocco, a letter to the Marine Office, Dairen, giving therein full particulars of the affair. The letter runs in substance as follows, says the *Manchuria Daily News*:

"She was taken up on time-charter by an American firm of New York on September 18th last and left there on October 6th for Salonika, laden with 7,000 tons of general cargo. She touched on the way at the port of St. Michael, of the Azores Island, for coaling purposes, and arrived at Gibraltar on October 22nd, where she discharged 600 tons of cargo. Just prior to her departure therefrom she was advised by the British authorities to put off her intended sailing in the Mediterranean and was advised to lie at anchor at the North End of Gibraltar. At 6 a.m. on November 2nd she resumed her voyage at a speed of about ten nautical miles per hour. While sailing at a point twenty miles west of Aborlan Island, Spanish possession, at 4.42 p.m. on the same day, the Japanese steamer was suddenly torpedoed by an enemy submarine, which bore in sight about one nautical mile behind her larboard. Two lifeboats, at the larboard, were smashed to pieces."

"I took in the situation at a glance," continues Capt. Kamada. "All the necessary documents and papers belonging to the steamer were taken by myself, and all the officers and crew left the ship in two boats at the starboard. At 5.30 p.m. our steamer went down. By this time the submarine overtook our boats and some of the German crew seized all our documents. Then the submarine disappeared in the twilight. Our boats went adrift at the mercy of the waves, and at 6.20 on the following morning we were relieved to descried an island ahead of us."

## ATTACK BY NATIVES.

"We pulled at our oars with might and main, and landed on the island, which was no other than Aborlan Island off the northern coast of Africa in the Mediterranean. The island was, however, uninhabited and it was impossible for us to get a supply of provisions. After a short rest we left there at 7.30 a.m. for Melilla, Morocco, situated forty miles south."

"The weather was bright and calm, but our boats could make no headway, owing to the absence of favourable wind. Night wore on and hunger and fatigue began to tell on us."

"By this time one of our boats was missing. Luckily the other boat, in which I was, was managed to make Melilla shortly after midnight, and we immediately applied to the Government authorities for protection. The missing boat went adrift and arrived at the African coast near Melilla and the crew landed there. The party were suddenly attacked by African natives, who took them for pirates, and one of the sailors was shot in the abdomen and another was also wounded. They again put off in a boat, leaving the chief mate and three others on the coast to care for the wounded."

"At 6.30 a.m. on November 5th, the drifting boat was sighted by a Spanish fishing sailor, who rescued them on board and safely brought them to Melilla to join the other party."

## DEMPSEY'S STORY.

Dempsey saw the incidents of the attack from a different position from Carson. "I was in the galley," he stated, "when the first shot from the submarine was fired. 'Capt. Manning was directing the movements on deck. The guys who signed statements in America that he was excited don't know the meanings of words. He was quite cool. He shouted to the men standing to their positions near the lifeboats. 'Don't put on lifebelts or get in the boats till I give the order.' Some of us had our belts on, and we kept them on. However, a moment later when we heard another shot the order was given to take to the boats, and I got into No. 5, a spare boat. We pulled furiously to get out of the suction, for we felt sure that the *Nicosian* would soon be sunk."

"We had seen the ship which later we found to be the *Baralong* coming across towards us. We thought she was more easy stuff for the submarine. I saw no American flag on her. The shells from the submarine were singing around us, some of them so close that we could smell them. I felt sure they meant to sink our lifeboat. In all I counted fourteen shots, some while we were on the *Nicosian* and a number when we were pulling away."

"The submarine also fired at the *Baralong*, which had by this time got on the other side of us. At this point I saw the British flag on the *Baralong*. I saw that she was broadside on to the submarine, and next moment the guns which the *Baralong* carried opened fire. Three shots did for the submarine."

## NO FILING AT SWIMMERS.

"I saw Germans in the water when the submarine had sunk, but there was no firing at them from the *Baralong*. I did not see anyone swim to the *Nicosian*. I doubt whether anyone did. I heard nothing about any Germans getting up her ropes."

"As to the story told in America about Captain M'Brice of the *Baralong* shaking hands with his crew and being elated that she was pretty trimmings. It did not occur. I saw Captain M'Brice, and stayed near to him from the moment we were taken from our lifeboat on to the *Baralong*, which was just after the submarine sank. Captain M'Brice was busy about one thing only—that was getting us safely aboard. In going down the *Nicosian's* ropes I had bruised my palms, and he sent for ointment for me. A real white man he showed himself to all of us."

"The story that the submarine captain swam to our ship and was shot in the water was news to me when I read it in the newspapers. I can swear that nothing of the sort took place."

Dempsey added that Highower and Cosby, two of the American witnesses, had a grudge against English members of the *Nicosian's* crew.

## THE SHIPPING MUDDLE.

[BY DAVID G. PINKNEY.]

Mr. Pinkney is the senior partner of the firm of D. G. Pinkney & Co., shipowners and shipbrokers, of 9, Bury Court, St. Mary Axe, London, and is one of the most prominent personalities in London shipping circles. He has long been a member of the Baltic Exchange.

"Had a committee of four or five ship-owners been appointed to deal with the transports I believe many millions of pounds might have been saved."—Lord Joicey, House of Lords, November 10th, 1915.

"One of the causes of the rise in the cost of shipping necessities is the enormous expense in shipping freights due to the huge number of ships of the mercantile marine taken over by the Admiralty; the shipping experts were not given a free hand, and they were overruled by the Admiralty authorities."—Sir J. WALTON, House of Commons, November 10th, 1915.

"Don't speak to the Man at the Wheel." You are only a passenger in the ship of State and must not interfere, even though you do happen to own a "timberhead" in her yourself.

But if, despite his son's warning and other wise faultless "get-up," you should find the man is only a "landlubber" after all, who has never been to sea before, and is losing millions of your company's money through bad steering, would you still remain silent and trust to luck? The limit has been reached in the Transport Department of the Admiralty, and it is time to break silence about it. I quote above the considered statements of eminent men in both Houses of Parliament, who have studied the subject, which are serious enough by themselves, but are fully confirmed by business men with life-long experience in the chartering and management of steamers. Huge sums of money have been squandered by Government officials owing to their want of shipping knowledge, and every proposal to replace the incompetents by engaging a staff of properly qualified shipping experts has been turned down by the authorities. But this is not all.

The reckless and indiscriminate manner in which thousands of steamers have been requisitioned and are still being requisitioned has so depleted the supply of tonnage for commercial purposes that ocean freights have now reached the highest level within living memory, and the competition on the part of merchants for vessels has become something hardly distinguishable from a gamble, the British consumer being the innocent victim. I will just give one typical case in order to illustrate the story. Just before the war the rate of freights on grain from the Argentine to the United Kingdom was 12s. 6d. per ton, which, however, was a quite unremunerative figure for the carrier. By Monday, November 29th, it had risen to 90s. on Thursday, December 2nd, to 105s., and on Saturday last the fabulous rate of 117s. 6d. was paid for a ready steamer. The last-named figure is equivalent to 24s. per quarter of 480lb., and according to Mr. Runciman, President of the Board of Trade, "every change of 1d. in the price of the 4lb. loaf corresponds to about 4s. 4d. per quarter of wheat." It follows, therefore, that the freight being paid on wheat to-day from the River Plate, quite irrespective of the cost of the grain itself, is equivalent to 24d. per lb. loaf of bread. The proportion which the freight contributed before the war was only 1d. per loaf.

## A CASE FOR INQUIRY.

The shipowner, however, is not to blame in this matter notwithstanding the slanderous allegations made against him by ignorant agitators. He can hardly control market fluctuations any more than the clerk of the weather can produce sunshine or rain. Let me explain.

There is no legal tariff of freight charges by steamer; they vary in strict accordance with the laws of demand and supply, and may be very high, though they are usually very low. Now suppose toxic gas fares fluctuated in a similar way and were not controlled by law and that the Government suddenly commandeered the bulk of those vehicles. There would be no need for the drivers to increase their fares. The public in their anxiety to secure the remaining taxis would bid up against one another and a fictitious market would be at once created. That is precisely how the shipowner stands to-day. Merchants, hungry for tonnage, are tumbling over each other and increasing their freight limits almost hour by hour. But if it were found, as is generally believed, that numbers of requisitioned steamers could be released by the Government, a welcome change would come over the freight markets, which would gradually subside as tonnage again became available for domestic requirements. I maintain that this is a case for immediate inquiry, and if it should be found that the Admiralty requirements can be served with a smaller number of vessels than they now have under requisition, and these are ones more appropriated to their basic purposes, a serious outlook will have been averted. But time presses.

Meanwhile the business of handling those thousands of cargo and passenger steamers—a highly technical business requiring a long apprenticeship—is in the hands of officials who have not been trained to the work and are not even in proper touch with each other, and consequently things occur every day which stagger the imagination of the shipping community. How could it be otherwise? It is true that a few—quite a few—ship-owners have lately been called in to tender their advice to the officials, but, without casting any reflection on the excellent gentlemen chosen for the work, theirs has been the labour of Sisyphus. You cannot heat a septic wound with a court plaster while the poison remains in the system. The officials themselves should all be men with shipping experience and not merely persons versed in Government routine.

## A BOARD OF CENTRAL CONTROL.

Were this suggestion carried out you would never see expensive passenger steamers sent 10,000 miles in ballast to load heavy cargo when cheap and suitable cargo vessels could be obtained ready to hand near the port of loading. You would never have a steamer being sent from Cardiff to a port in Scotland with coal and arriving back at Cardiff after four months' absence with 800 tons of her original cargo still on board. You would never hear of 500 tons of reserve bunker

## SCOUTING IN RUSSIA.

## A HAZARDOUS ENTERPRISE.

## WEIRD NIGHT EXPERIENCE.

There was to be an important scouting expedition. T. N. had already been twice wounded, in the hand and in the chest, and as adjutant of the regiment the could not often indulge his taste for scouting. But tonight's work was to be educational, and several of the younger officers were to go; so T. N. was to lead them. The first thing was to survey the ground; and we went down to the trenches in the morning; the covered way was in some places full of water, and we made some little dashes across the open. It was easy enough to get a good view of the open space, which was here some four or five hundred yards broad. We came back and rested till midnight.

It was a cloudy night with a thin drizzle, and more rain in the air. T. N. and I drove, nearly upsetting against stumps of trees. The rest rode, and H., the young projector officer, told of an interminable night journey over marsh country with a Jew, who kept saying he would die, and a peasant who made little curious ejaculations of surprise and interest. At the trenches we found the men standing in the darkness with bayonets gleaming. T. N. made the objects clear; there was to be no discovery, but they were to get as close as possible to the enemy and bring back all the detail that they could about his line of defence. Drastic measures were taken against the possibility of any chance shot on our side. The party filed off.

They were not gone many minutes before a rocket went up from the German lines, followed by a shot. As this came from the side where our men had gone, there was no doubt that they were discovered; but, to our surprise, there followed complete silence; only the rockets kept rising and falling, generally in pairs, which diverged further and further outwards from each other. Then there came the burst of several hand-grenades. The officers in charge of the rear of the party for their great coats; I went out to our own wire entanglements, but there was nothing more to be heard; it was four or five hours that we had waited, and the rest of us went to sleep in a mud hut.

## WHAT THEY FOUND.

I woke up to find the party returned, and T. N. lying beside me. As we had supposed, they were heard at the very start through a movement among the reeds in the front of the German line. The bombs which were thrown at them had done no damage. But the constant illumination had sometimes compelled them to lie for half an hour in one place, without even raising the head. A small group had been left behind, and served as a rallying-point, from which the rest branched out in different directions. One or another, they had succeeded in exploring a whole section of the enemy's front, and had found it in some respects less strong than they had expected. We got back by seven in the morning, and slept for the best part of the day.

I returned with T. N. to the division. He loved his work, and spoke of his feeling towards it. At first he regarded risks as risks, and took no more notice of them. When he returned, after being shot through the chest and wounded in one lung, he felt for a few days a repugnance to being under fire, but this soon passed away. At this dark time, like everyone else in the army, he could think of no other end but complete victory, even if it took twenty years to get it. We had sacrificed too many lives to admit of anything else; and, indeed, this regiment had borne enormous losses. I may add that since my return I have found it to be a real source of pleasure to Russia to know, from the speeches of our Ministers and others, that the invasion of East Prussia and all the other chivalrous efforts of Russia to relieve the pressure in the West, are realized to their full value in England.

From the division I passed back to the corps. When I asked General M. how he had slept, he said, "Not very well with this." He had adopted a little refuge boy from Poland, two years old, and looked after the child himself, until he could send him to his wife. I accompanied little Vladimir on part of his journey, and visited the young wounded Engineer in hospital. On my way to the Staff of the army, I passed some of the Caucasians; one of the privates gave me a great account of the crossing of the Vistula at Kozenice, and the march on Cracow. It was very vigorous, and ended with an amusingly simple expression, which is worth quoting. "I had asked whether the men were in good spirits, and the answer was: 'Well, at present things look bad, so the spirit is that we must fight for several years.' Our general impression is that the Germans are moving backwards."

coals being bought at Gibraltar at 57s. 6d. per ton which could be purchased later on the voyage at 14s. per ton, or vessels innumerable being kept up to four months or more lying practically idle. Such things are everyday experiences.

The tremendous work which has suddenly descended on the shoulders of Government officials unaccustomed to shipping has bewildered them, and things will not mend until a reconstruction of the Department is taken in hand. A Board of Central Control—all shipping men—under a president of ripe experience is the first and most important consideration. It should have the entire direction of all transport work, and to its every Department should be subordinate and responsible. The Admiralty and the Board of Trade would then lay their daily requirements before the board and leave them to carry them out. Sub-departments would be established for requisitioning, coaling, and other necessary purposes, and each would be in charge of men thoroughly trained to their respective duties; such men can be obtained from the offices of shipowners at the various ports, and from the premier shipping exchange of the world—namely, the Baltic. Every clerk should also have a good knowledge of shipping work. Lastly, and in accordance with practice in every large business concern, all Departments should be linked up with one another to ensure the despatch which is so conspicuously lacking in Government offices.

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